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## The Daily Press.

HONGKONG OFFICE: 14, DES VERTS ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 8th, 1900

No further news has come from the North, since the first announcement, of Russia's reported intention to restore Newchwang to the Chinese Government, but to-day's London telegram reveals Russia's policy still more fully than the handing back of Newchwang would have done. China is invited, through the medium of Li Hung-chang, of course, to resume the government of Manchuria under Russian protection. Two questions naturally suggest themselves in connection with this matter. Firstly, how can the Chinese Government again undertake the management of Manchuria while the Court is represented by a crowd of fugitives in Shensi, unable to make up their mind to return to Peking and resume the government even of Chihli? And secondly, what is connoted by the words "under Russian protection"? It is difficult to see what apparatus the so-called Government of China has ready for ruling Manchuria at the present moment. There is wanted a fresh set of officials to take the place of the various Tartar generals, etc., who have been degraded, killed, or have committed suicide during the past few months. Then there are the defeated, disorganised, or disbanded troops to be reduced to order once more. There are the ruined towns to be rebuilt and the inhabitants to be brought back and in many cases to be replaced by fresh settlers. The finances of Newchwang are perhaps in a more or less satisfactory condition, but the same cannot be said of the rest of the province. Surely the task is beyond the power of the refugees at Hsianfu, whose word is scarcely law in the immediate neighbourhood of the interior provinces of the Empire. When the Court returns to Peking, the Chinese may be in a position to commence the work of provincial government, but it is nothing more than a mockery to make such a proposal to China just now. Then as to Russian protection, how far is this consistent with the integrity of the

Empire to which in principle Russia has given her adhesion? What establishment of Russian troops within the province will be considered necessary to render this protection efficient? Another question to which an answer would be desirable is whether Russia has taken this line of action after or without consultation with the Western Powers. In the assumption of friendliness toward China which is visible in Russia's "invitation," there looks to be a manifestation of that policy of aloofness from the Western nations which papers like the *Novoe Vremya* and other St. Petersburg journals steadily advocate now. A short time ago on the occasion of the visit of the Shah of Persia to Russia, the *Novoe Vremya* said:—"Persia, thanks to its historical past, has come to understand that Russia is the natural defender of the Oriental states. The Russian Tsar is de facto the defender of the Shah's throne." Our relations with Persia must, in the future, "develop themselves in that direction, which corresponds with Russia's historical mission. It is not as co-worker with the West that we should appear in the East, but as Russians, i.e., a nation which has taken its culture from the West, but in whose blood there is much that originates from Asia." It appears that Russia, or the now dominant statesmen in Russia, wish to extend this same policy to China and to teach China to look to Russia as defender against all other aggressors. The idea is not, of course, new. It was well developed at the time of the China-Japan war, and by means of this and the aid of corrupt Chinese officials Russia managed to profit enormously by the course of events which at first promised none too well for her. Unfortunately the decaying Eastern nations are only too ready to be taken in by the one nation of Europe which has any racial affinity to them. The Russians, it must be acknowledged, are peculiarly fitted for the work of subduing the Eastern peoples with which they come in contact. But the subduer does not bring with it any opening of these peoples to the world, or any marked advance on the path of progress. In some articles from which we have quoted lately from the *Daily Chronicle* Mr. HENRY NORMAN has drawn a vivid picture of the great railway work done by Russia in Central Asia; but he fails to impress us with any idea of the elevation of the people under Russian rule. The railways remain in our minds as fine pieces of engineering—for strategic and military purposes. But the builders plainly belong to the party whose views are summed up by a writer using the signature "A Russian Publicist" in the *Contemporary Review*, in the following words:—"The Russians say they do not wish to be, either at home or in the East, the bearers of the civilization of the Western European Powers. They say: 'We wish to maintain our own habits and customs, and also to implant these in neighbouring foreign subject races.' Russia will not agree to the 'Western nations—from whom she has received her science, culture and industrial development—joining her in friendly co-operation in the task of civilising the Orient.'"

All this, no doubt, has been repeated many times by men whose words should carry weight, but they have been contemptuously dismissed as Russophobes. Meanwhile Russia's policy continues and develops. Is Manchuria finally coming under the same system which has absorbed almost all Central Asia and the whole of the North? The Powers—mainly, of course, Great Britain—have shown themselves accommodating in the past, and are very likely to accept the situation under the guise of a Russian "protection" of Manchuria. As far as the trade of Manchuria is concerned, it perhaps matters little that it should be lost to the rest of the world. But the Power which encircles and dominates North China is certain ultimately to secure the trade of North China. And this is a prospect which it is hard to imagine all the Powers will face with equanimity.

We received last night from Mr. Roussayello, Wildman, U.S. Consul-General, the following typhoon warning issued at 1230 p.m. from Manila Observatory:—"Typhoon in the China Sea west of South Luzon; seems to be moving now to N.W. or W.N.W."

A Rugby football match will be played at 4.30 p.m. to-day at the Happy Valley, between teams captained by Mr. McMurtrei and Capt. Loring. The former team will play in club colours, the latter in white. Mr. McMurtrei's Team:—Russell (back); Wall, R.A., Beattie, Sinclair and Wilson, H.M.S. Argonaut (three-quarter backs); Strong, H.M.S. Tamar, and Deacon (half-backs); McMurtrei, Johnson, Bishop, Clark, Wilson, Hawkins, Thomson, and Stockwell (forwards). Capt. Loring's Team:—Lieut. Binyay, R.E. (back); Lieut. Browne, R.N., Capt. Johnston, I.M.S., Lieut. Wigram, R.N., and Capt. Tregear (three-quarter backs); A.C. Stevens, R.E., and C.F. Mulliken, R.A. (half backs); Capt. Loring, R.A., E.R. Hallifax, Lieut. Mulliken, R.N., Lieut. Grievs, R.N., Lieut. Vyryan, R.W.F., Lieut. Holden, R.N., W. Sandford, and Lieut. Hobson (forwards); Mr. A. F. Williamson will referee.

The steps taken by the American authorities in the Philippines to segregate the numerous lepers to be found in the islands of that archipelago have been universally commended there.

The death is announced of Mr. George Francis Travers-Drapes, Barrister-at-Law, of Bangkok, which occurred at Singapore on the 28th ult. from a long standing complaint.

Brighton distinguished(?) itself at the General Election by giving no less than 4,093 votes to the notorious agitator Kestis, who had the effrontery to stand as a "Protestant" candidate. Messrs. Loder and Wentworth, both Conservatives, however, headed the poll, and the House of Commons was spared the intrusion of this gentleman, whose career was given once by Mr. Labouchere in *Truth*, it may be recollected.

Philippine hemp is exported in enormous quantities abroad for manufacture into rope. The *Manila Times* wonders why dealers there should rest content with this instead of trying to turn the raw material into rope locally. Despite freight charges, says our contemporary, it pays the Hongkong Rope Manufacturing Company to import hemp, and manufacture Manila rope. It ought to pay people on the spot who would have no freight to pay on the raw material.

The closing day of the Singapore Races was on Monday week. From a racing standpoint, the meet was a distinct success. There were seven events, the race for the Stewards' Cup being the principal one, and affording the most interest. There were five contestants, who, after an exciting run, came in to the winning post in the order named:—Tan Boo Liat's *Lyon* 1, Messrs. Wright and Gwynne's *Vagrant* 2, J. Ellerman's *Nereus* 3, H. H. Sultan of Johore's *Bob*, Koh Yew Cheng's *Young Gladstone*.

At the closing session of the Peace Congress at Paris an impassioned address was given by Mr. Stead, who said that the dangers threatening the cause of peace increased every day. People had thought war banished from the world, but England had given them the lie. The election results were a disastrous proof that in order to war against war the peace-makers needed all the courage of soldiers. A resolution in favour of the formation of an international peace union was adopted, when Mr. W. T. Stead, in supporting the resolution, apologised to the Congress for being an Englishman, and expressed regret that he could not call himself anything else. This regret, we feel sure, is shared by all Englishmen.

The following memorandum has been received from the Admiralty by the relatives of the late Captain Henry T. R. Lloyd, R.M.L.I., who was killed in the course of the operations round Tientsin:—"The Commander-in-Chief on the China Station, in a letter dated July 23, 1900, No. 429, in bringing to notice the names of certain officers and men engaged in connection with the attack on the native walled city of Tientsin on July 13 and 14, remarked as follows:—"To those names I should also have added that of Captain Henry T. R. Lloyd, R.M.L.I., had he lived. This officer was with me in the advance towards Peking, and was engaged in every action, showing on all occasions great courage and zeal."

Mr. T. P. O'Connor describes Sir Ernest Satow as a short man, iron-grey, with an abnormally high forehead; it mounts up high and square, and ends in a point; indeed, at first it seems so extraordinary as to be almost startling. Curiously enough, just in a vague way he seems to suggest the old Japanese drawings of learned men. Sir Ernest has a horror of books on Japan; he will never keep books, he told Mr. O'Connor, that have anything to say about Japan, because they are always so hopelessly wrong. He has read books on Japan, he has had them sent to him by the dozen, he has seen them on the bookshelves of other men, and yet he has never read one book that has been in any sense of the word correct. Japan, according to Sir Ernest, has yet to be written about, whether it be of the theatres, or of the wrestlers, the flower gardens, or the music of the country; it is all a new field—untouched. People in England know nothing of Japan.

The first concert of the season in connection with the Soldiers' Club was held on Tuesday evening under the direction of Mr. J. H. Moir, bandmaster, R. W. F. There was a good attendance and a capital programme was most creditably gone through. Captain the Hon. H. W. Trevellick contributed a song, "The Powder Monkey," which was encored. Mr. Alec Marsh, Mr. A. G. Ward, and Sergeant Burrell, A. P. C., also gave their services, the two last named as accompanists. Mr. Marsh was loudly applauded for his rendering of "The Village Blacksmith." As an encore he substituted the rollicking song "Simon the Collarer," which was equally well received. He was also recalled for "In Shattered Vale." Arm-Sergt Viggers, A.O.C., and Staff-Sergeant Ward, R.A.M.C., were each responsible for a couple of comies; Messrs. Longhurst and Terrill sang "Army and Navy," Mr. Terrill also giving a song. Songs were also sung by Sergt. Simmers, R.E., and ship's corporal Treunth. The programme also included a step dance by Sergt. Kealy, R.M.L.I., a trombone quartette by Band Corporal Hunt, Bandmen Thompson, Green, and Hughes, a euphonium solo by Bandman Morris, R.W.F., and several selections by the Band of the Royal Welsh Fusiliers. During the evening a subscription was taken up for the benefit of the widow and children of the late Sergeant Hammetton, R.W.F., who died while serving with the China Expeditionary Force. About 888 was collected, among the coins being a counterfeit dollar. This was detected by Mr. Terrill, who put it up by auction. It was bought by Private Miller, of the R.W.F., for 14.

Plumbago of very fine quality has been discovered in North Queensland. A parcel of 100 tons is stated to be on its way to Melbourne as a trial consignment.

The *Englishman* learns that 100 men representing the Indian Army—not 500—will proceed to Sydney for the Federation Celebration in December. They will sail from Calcutta about the end of November.

A Havas telegram announces the promotion of the following Indo-Chinese officers:—Generals Coronat, Chevalier, and Frey to the rank of Général de Division; and Cols. Gail, Clamorgan, and Perreux to the rank of Brigadier-General.

A telegram from Simla states that the question of re-organising the supervising gymnastic staff in India to improve the gymnastic training of the British and native army, is now being considered. It is hoped that funds for the purpose will be included in next year's budget.

A Berlin correspondent of the *L. & C. Express* states that nine Prussian officers who have studied in the Berlin Institute of Oriental Languages, have been ordered to join the East Asiatic Regiments, as well as one Hanoverian, one Saxon, and one Wurtemberg officer. Five hundred naval recruits who entered the Marine Battalions on the 1st ult. will be sent to Kio-chow early next spring.

The receipts of New South Wales for the past year were £10,268,087, and the ordinary expenditure £10,098,857, leaving a balance of £169,230 to set against the war and plague expenditure. The estimated revenue for the current year is £10,360,899, and the expenditure, excluding war and plague expenses, £10,331,170. The estimated expenditure of the Federal Government for the first six months is £160,000, of which the share of New South Wales will be £30,000.

We have reason to believe, says a home paper that Chili has the intention to pick a quarrel with Peru and Bolivia. In some quarters it has been thought that Chilean designs are directed against Argentina, but as matters stand Chile thinks Argentina too strong to be attacked. Her idea is to smash Peru and Bolivia, as she thinks she can, and at the same time settle accounts with Argentina. He is the suggested confederation of South American States to muzzle Chile. It may be added that the Chilean Fleet, which has usually been superior to that of any other South American Squadron, is now exceptionally strong, and in a high state of efficiency.

A correspondent writes to the *London and China Express* of Sir Ernest Satow, with whom he is well acquainted:—"I am confident that no fitter man for the post of Minister to China is to be found anywhere. I am not thinking of his scholarly attainments, which, with some, will probably do him more harm than good, as they may imagine that he is a mere bookworm. Nothing could be further from the truth. On the contrary, he is an eminently practical man, cool, clear-headed, firm, and yet conciliatory, and with a capacity for hard work, which will be much needed at the present juncture. He is a safe man, without a single blunder on his official record of nearly forty years. Sir Ernest Satow's sure judgment in political matters was recognised so long ago as 1837. It was largely on the information and advice given by him that Sir Harry Parkes based his sound policy of promptly (long before the other Powers) recognising the Mikado as the real sovereign of the country, which did so much to strengthen our influence in Japan at that time."

An intemperate Boer in the course of a letter to the *Times* of the 6th ult., in which he says among other things:—"We have always despised and loathed the British race, and we can only look forward eagerly for the time when your atrocious cant, your filthy luxuries, and your degrading vices will make an end of a people who are as vile as those who were lived in old times in the Cities of the Plain."—"makes a remark which displays unconscious honour in a high degree. "Our venerable and still venerated President, Mr. Kruger," he says, "broken by age, disease, and anguish, has shown us a grand example, and has proved in his own person that he would rather leave the land of his birth than submit to live in peace and luxury under the British flag." The idea of Mr. Kruger retiring in anguish with all the gold which he has amassed in his long and corrupt reign, rather than live "in peace and luxury under the British flag," is indeed a noble one. Mr. Kruger had a very good notion where peace and luxury were most likely to be found when he was smuggled out of South Africa on a Dutch man-of-war.

The Peace Congress, which, as we have recorded, met in Paris last month, passed among other resolutions one condemning the missionaries as responsible for the troubles in China, and denouncing their propaganda as intolerant, aggressive, and awkward, for, supported as they were by military and diplomatic action, they were a perpetual source of conflicts and creative of hatreds. The resolution asserted that the occidentals established in China, in return for hospitality received from the Chinese, render insults, provocations, and injustice. "The rivalries, intrigues, and inconsistencies of the Powers and their diplomats, especially during the last ten years, gravitate according to the monetary interest between extreme weakness and savage brutality, treating the Chinese, now as a formidable Power, and being as a negro nation of the seventh class." The Congress stated the belief that the only policy sanctioned by existing conditions consists in preparing for the formal abandonment of religious propaganda and of protectorates, in supporting a native Government capable of accomplishing the necessary internal reforms and in assuring through the "open door" an effective protection of foreign commerce.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 7th November, 8.10 p.m.

## EXPLOSION ON A JUNK GUARDED BY BRITISH.

A war junk guarded by the British has been exploded at Tulu. The guard and 50 Chinese were killed. The cause of the disaster is unknown.

## MORE EXECUTIONS AT PAOTINGFU.

The *Ostasiatische Lloyd* reports that the Acting Viceroy of Chihli, Ting Yung, the Military Governor Kueiheng, and the Chinese Colonel Wang Chang, have been convicted of murdering missionaries at Paotingfu and were shot by the Allies on Monday.

London, 6th November, 3.10 p.m.

## RUSSIA, CHINA, AND MANCHURIA.

Dr. Morrison telegraphs to the *Times* that Governor General Alexieff, through the medium of Li Hung-chang, has invited China to resume the government of Manchuria under Russian protection.

## THE WAR IN SOUTH AFRICA.

London, 6th November, 3.10 p.m.

## STEYN STILL FIGHTING—THE TRANSVAAL FOR SALE.

Lord Roberts reports that Mr. Steyn is doing his utmost to continue the war. In a speech addressed to the burghers Mr. Steyn said that, failing the intervention of the European Powers, the Transvaal will be sold to the highest bidder.

## REUTER'S SERVICE.

London, 5th November.

## THE PROGRESS OF EX-PRESIDENT KRUGER.

The *Gelderland* has passed Jibutit. Mr. Kruger is seriously ill.

## THE U.S. PRESIDENTIAL ELECTION.

The Presidential election in the United States is concluded. The excitement prevailing is only equalled by the days preceding the Civil War. Both sides profess confidence, but the betting remains at 5 to 1 in favour of McKinley.

## BRITISH SOUTH AFRICA.

Heavy rains throughout the Orange River and the Vaal Colonies are hampering military operations.

Commandant De Wet is now at Frankfort and has seized 800 cattle in the vicinity. A considerable force of Boers is between Aliwal North and Rouville.

Lord Roberts is detained at Johannesburg owing to the illness of his daughter with enteric fever.

## RETURN OF THE ASIATIC ARTILLERY.

The Asiatic Artillery who went north from Hongkong returned to the colony yesterday. They were received by a guard of honour and the band of the Royal Welsh Fusiliers. H.E. Major-General Gascoigne, C.M.G., addressed a few complimentary words to them. They were marched to their barracks headed by the Fusiliers' Band, H.E. the Major-General also marching at their head as far as Headquarters Office.

## LOCAL MOVEMENTS.

H.M.S. *Marathon* left the harbour yesterday before noon.

The U. S. monitor *Monterey* left yesterday morning for Canton. The *Monterey* is one of the largest war-vessels, if not the largest, which has ever visited Canton.

The French cruiser *Chasseloup Laubat* left on Tuesday night for Foochow.

## LATEST STEAMER MOVEMENTS.

The N. P. steamer *Energia* sailed from Yokohama for Tacoma on the 6th inst.

The N. Y. K. steamer *Hakata Maru* (European Line) left Kobe via Moji for this port on the 6th inst. and is expected to arrive here on the 14th inst.

The N. Y. K. steamer *Kagoshima Maru* (Bombay Line) left Kobe via Moji for this port on the 6th inst. and is expected to arrive here on the 13th inst.

## THE JUBILEE ROAD.

A START TO BE MADE VERY SOON.

There is now every probability of a start being made very soon in connection with the Jubilee Road. In the first instance it was proposed that the road round Mount Davies should be close to the sea shore. The military authorities objected to this on the ground that it would facilitate the landing of a hostile party. The Jubilee Committee then instructed Messrs. Denison and Ram to trace a road at a higher level. They have done this, and as the Director of Public Works (the Hon. R. D. Ormsby) has approved of their proposal they have set to work to prepare proper plans and an estimate. The road for about half a mile from the Plague Hospital will have an incline of about 1 in 20 at its steepest section. We understand that the Jubilee Committee will hold a meeting to-day, when Mr. Chator is expected back in Hongkong.

## THE CASE OF LANCE-CORPORAL GILES, R.W.F.

The other day one of our evening contemporaries published a letter headed "Corporal Punishment in the Army" in which the case of Lance-Corporal Giles, of the Royal Welsh Fusiliers, was mentioned. The writer of the letter, who signed himself "Disgusted," alleged that while Giles was undergoing six months' imprisonment in Victoria Goal for a military crime he was punished with "dark cells" for some infringement of prison rules, and "this not having a beneficial effect he was flogged; flogged so brutally that he will bear the marks to his dying day. As a result of this," added "Disgusted," "Giles is now raving in the hospital padded ward and likely to remain so for the remainder of his life." "Disgusted" further observed:—"Giles must have been flogged very shortly before his discharge from prison, because the stripes on his back were still raw. I believe it is the law that a prisoner should be medically examined before the diabolical operation commences, and a doctor present to see it carried out. The only conclusion that any intelligent person can arrive at is—either Giles was insane before he was flogged, and not responsible for his actions, and consequently should not have been flogged, or he was flogged into insanity."

We have made enquiries of the authorities as to the above allegations, and have been supplied with the following version of the facts of the case:—

The man in question was originally tried by court martial for striking a superior officer on the 12th of April, and was sentenced to six months' imprisonment with hard labour. He was admitted to the goal on the 17th April. During his confinement in goal he was punished on two occasions for breaches of prison discipline, but not at any time was he placed in a dark cell. On the 8th of October, after being six weeks clear of a report, he assaulted a warder and attempted to assault the principal warder, for which offence he received 12 strokes with the "cat o' nine tails."

A prisoner must be certified by the medical officer to be fit before whipping can be administered, and he is examined a second time before the corporal punishment is inflicted. The medical officer and the superintendent or assistant superintendent of the goal are present when any prisoner receives corporal punishment in accordance with the goal rules. Prisoners are also seen once daily by the medical officer and once each day by the assistant superintendent of the goal.

The prison authorities assert that Giles was perfectly sane during his imprisonment and also when he was released. Everything was carried out in accordance with goal discipline—Giles assaulted a warder and attempted to assault the principal warder; hence his punishment.

Giles appeared before the medical officer before being tried for his offence against goal discipline, and after examining him carefully the medical officer decided that there was nothing to indicate why any punishment which might be imposed should not be inflicted. He again appeared before the medical officer on the morning of his punishment, and the medical officer agreed to the punishment being inflicted and certified that the man was not insane at the time.

With regard to the statement that Giles would bear the marks of his whipping to his dying day, the medical opinion is that the cuts produced by the "cat" were quite superficial, and that there will be no permanent marks at all. The fact that the flogging was administered the day before Giles was released would explain how it was that the marks showed up so when he left the goal.

To show the beneficial effect the introduction of whipping for breaches of prison discipline has had it may be stated that during the last six years the number of cases in which whippings have been administered has steadily decreased. In 1895 it was 467; 1896, 168; 1897, 69; 1898, 69; 1899, 13; 1900, 16.

It has been determined by the U.S. Administration to rebuild Galveston, if need be, by contributing from the National Exchanger (an important loan) to re-occupy through the State of Texas and the Galveston Municipality. The *New York Herald* quotes the opinions of leading members of the Army Engineer Corps, who state that Galveston can be made secure from a repetition of the hurricane disaster by the construction of a sea-wall, which would entail no great cost. "To a Government," says the *Herald*, "which has already spent \$3,000,000 for the development of the port, the possible expenditure for its protection cannot be prohibitive." As a matter of fact, the closest scrutiny of the Texas coast reveals no better spot than Galveston for the cotton and grain trade. Its creation and development are not due to arbitrary choice, but to natural causes.







## NEW ADVERTISEMENTS

XMAS AND NEW YEAR GREETING IN ADVANCE.

## ENGLISH MAIL.

THE P. & O. S. S. "Chuan" positively leaves on the 10th. Prepare yourselves to greet your relatives and friends.

I have just unpacked EMBROIDERED TUCK AND SOLE, specially selected XMAS AND NEW YEAR CARDS, of various pretty designs and description to suit the tastes of young and old. Those wishing to greet their relations and friends at Home should not miss this opportunity.

To avoid disappointment make your selection early.

Very Moderate Prices and at usual 10 per cent. Discount for Cash.

H. RUTTONJI,  
5, D'Almeida Street,

21 and 22, Elgin Road, Kowloon.  
Hongkong, 8th November, 1900. [2838]

## LOST.

A FOX TERRIER—White with Black Spots—Collar bearing Number 559; name "SCAM". A reward will be given to any person returning same to "OWNER."

Care of Office of this Paper.

Hongkong, 8th November, 1900. [2841]

## NOTICE.

MR. W. ENGELBRECHT and Mr. W. NAGEL have CEASED to Sign our Firm per Procuration.

GROSSMANN & CO.  
Hongkong, 7th November, 1900. [2842]

## TO LET.

NO. 2, QUEEN'S GARDENS, till 30th April, 1901, FURNISHED.

Apply to—

J. & J. DAVID & CO.  
Hongkong, 8th November, 1900. [2843]

## HONGKONG BOAT CLUB.

A GENERAL MEETING of the above Club will be held TO-DAY (THURSDAY), the 8th inst., at 6 P.M., at the Cricket Club, by the kind Permission of the Cricket Club Committee.

AGENDA.—To pass the Accounts and elect Officers for the coming Season.

C. H. GALE,  
Hon. Secretary.

Hongkong, 8th November, 1900. [2844]

## SAINT JOHN AMBULANCE ASSOCIATION.

A PUBLIC MEETING will be convened in the CHURCH HALL (by kind permission in the Chamber of Commerce Room), on WEDNESDAY, 14th November, 1900, at 12.30 P.M. The local branch of the Association is to be reorganized, and a Committee will be appointed.

His Excellency Sir HENRY A. BLAKE G.C.M.G. (Knight of Justice of the Order of the Hospital of Saint John of Jerusalem in England) will preside, and will distribute Certificates and Medallions awarded last year after examination in "First Aid to the Injured."

R. F. COBBOLD,  
Local Hon. Sec.

Hongkong, 8th November, 1900. [2844]

## TEBRAU PLANTING COMPANY, LIMITED.

IN accordance with Article No. VIII. Paragraph 3 of the Articles of Association of the Company, Interest at the rate of 10 per cent per Annum is being charged on all Unpaid Calls.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 8th November, 1900. [2839]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR POOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Suzuki will be despatched for the above ports on WEDNESDAY, the 21st inst. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 8th November, 1900. [2834]

NAVIGAZIONE GENERALE ITALIANA (FLORENCE & RUBATINO UNITED COMPANIES).

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BISAGNO,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damage packages must be left in the Godown, and certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ & CO., Agents.

Hongkong, 8th November, 1900. [2837]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAMAKURA MARU,"

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 14th instant will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godown and Notice of same sent to this Office before the 17th instant, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA,  
Hongkong, 7th November, 1900. [2837]

## NEW ADVERTISEMENT

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, ROME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEBANON, MALTA, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"SILESIA,"

Captain P. Craglietta, will be despatched as above on SATURDAY, the 17th inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,  
Agents.

Hongkong, 7th November, 1900. [2836]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY),

the 9th November, at 2.30 P.M., at their Sales Rooms, Ice House Street,

SUNDAY HOUSEHOLD FURNITURE,

Comprising—

Double and Single IRON BEDSTEADS, MARBLE TOP WASHSTANDS, MIRRORS, VIENNA CHAIRS, SHANGHAI BATHS, TEAKWOOD HATSTAND, DRESSING TABLES, BLACKWOOD WARE, TEAKWOOD WARDROBES with GLASS, CLOCKS, COOKING STOVES, CARPETS, &c.

Also

One COMBINATION IRON SAFE, by VERSTAKEN, Paris.

And

One MODEL of SAILING SHIP (Full Rigged).

One STEAM PINNACE, 12 feet long, and One FOWLING PIECE.

TERMS:—As Usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 7th November, 1900. [2832]

## PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction

on

MONDAY,

the 12th November, 1900, at 2.30 P.M., at his Sale Rooms, Duddell Street,

A QUANTITY OF

HOUSEHOLD FURNITURE

of every Description

and a GRAND PIANO.

(Full particulars can be seen from Catalogue.)

On View from Saturday, the 10th November. Catalogues will be issued.

TERMS:—As Customary.

GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 7th November, 1900. [2833]

## GOVERNMENT NOTIFICATION.

No. 541.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 12th day of NOVEMBER, 1900, at 3 P.M., are published for general information.

By Command.

J. H. STEWART LOCKHART,  
Colonial Secretary.

Hongkong, 27th October, 1900. [2816]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 12th day of NOVEMBER, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of Crown Land at Queen's Road West, in the Colony of Hongkong, for a term of 75 Years with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen for one further term of 75 Years.

By Command.

J. H. STEWART LOCKHART,  
Colonial Secretary.

Hongkong, 27th October, 1900. [2816]

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By Command.

J. H. STEWART LOCKHART,  
Colonial Secretary.

Hongkong, 27th October, 1900. [2816]

## PUBLIC COMPANIES

HONGKONG ELECTRIC COMPANY, LIMITED.

NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the SECOND CALL of \$3.00 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900.

Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 29th September, 1900. [2834]

THE HONGKONG COTTON SPINNING, WEAVING, AND DYEING COMPANY, LIMITED.

THERE having been practically no response to the invitation to Shareholders, circulated and published on 27th September, to apply for Preference Shares, Notice is hereby given that an EXTRAORDINARY MEETING of the SHAREHOLDERS in above Company will be held at the Office of the General Managers on SATURDAY, the 10th November, at Noon, for the purpose of considering the financial position of the Company.

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 26th October, 1900. [2743]

THE DAIRY FARM COMPANY, LIMITED.

THE FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Depot, 2, Albert Road, Hongkong, on FRIDAY, the 16th day of November, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July next.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 16th November, both days inclusive.

W. HUTTON POTTS,  
Secretary.

Hongkong, 31st October, 1900. [2779]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$30 per Share for the year 1899, equivalent to 40 per cent. on the paid-up Capital of \$50 per Share, has been declared.

WARRANTS will be issued on the 12th October.

By Order of the Board.

W. J. SAUNDERS,  
Secretary.

Hongkong, 12th October, 1900. [2837]

WANTED a CLERK with a knowledge of BOOK-KEEPING.

Apply by letter to—

"ACCOUNTS,"  
Care of Office of this Paper.

Hongkong, 6th November, 1900. [2818]

EUROPEAN CLERK WANTED by a German Firm.

Apply to—

X. X. X.,  
Care of Office of this Paper.

Hongkong, 29th October, 1900. [2760]

## GOVERNMENT BILLS.

TENDERS for SPECIE, MEXICAN DOLLARS, current in this Colony, and weighing 7.17, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M. TO-DAY (THURSDAY), the 8th inst.

The Tenders to state the total amount required (in Pounds Sterling) and the amount for which each Bill should be drawn, but no sum will be issued for sums less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

S. D. CROOKENDEN,  
Colonial Chief Paymaster, China.

Her Majesty's Treasury Office,  
Hongkong, 6th November, 1900. [2828]

## HOTELS

"BOA VISTA" HOTEL, MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.

MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the Magnificent Steamship "HONGKONG" in 4 hours, leaving Hongkong at 2 P.M., and Macao at 8 A.M.

Connection made by Company's Steamer to and from Canton.

Tourists should not miss the chance of visiting this famous old City.

For Terms, apply

MANAGER,  
Telegraphic Address, "Boavista."

Hongkong, 16th August, 1900. [2819]

SITUATION UNPARALLELED.

The Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine and two French Chefs.

CURRIES A SPECIALITY.

Every Room Comfort.



HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

PAUL BREWITT,  
2 Zealand Street, Auctioneer, Appraiser  
and Commission Agent.

HUGHES & HOUGH,  
Auctioneers to the Government, and Share  
and General Brokers, corner Lee House  
Street and Praya Central.

V. I. REMEDIOS,  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

THIS SPACE IS RESERVED

FOR THE

WESTERN HOTEL.

BOOKBINDING

"DAILY PRESS" OFFICE,  
The only office in China having European  
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS  
W. BREWER & CO.,  
Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

## BUILDERS

KANG ON,  
Contractor; 30, D'Aguiar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged. Estimates given.

## CHEMISTS, DRUGGISTS, &amp;c.

THE PHARMACY,  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class Aera-  
tized Waters, Dealers in Photographic  
Requisites, Queen's Road.

WATKINS, LD. APOTHECARIES' HALL, 66,  
Queen's Road Central, Cigars, Aerated  
Waters, Wines, Beers, Spirits, &c.

## CURIO DEALERS

KUHN & KOMOR,  
Fine Art, Japanese and Chinese Curios,  
21 and 23, Queen's Road, Hongkong,  
Shanghai, Kobe, Yokohama.

KWONG HING,  
China Porcelain, Crockery Ware; 59a,  
Queen's Road Central.

## DENTISTS

WONG HOMI,  
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,  
Surgeon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

## DRAPERS

EBRAHIM ELIAS & CO.,  
Milliners, Silk, Moiré, Haberdashers.  
Low Prices; 37, 39, Wellington Street.

SEE WOO,  
Tailor, Draper and Outfitter; 67 and 69,  
Queen's Road.

## FLOUR

SPERRY FLOUR COMPANY,  
Proprietors of the following Celebrated  
Brands of Flour: "Sperry's", "Golden  
Gate", "Pioneer", "Buckeye",  
"Anchor", &c.

WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN  
A. CHER & CO., Established 1859.  
Every Household Requisite. Depot for  
Bosman's Kodak Films and Accessories;  
17a, Queen's Road Central.

LI KWONG LOONG,  
Cabinet-maker, Furniture Dealer, Art De-  
corator and Dealer, 17, Queen's Road.

## GROCERS

THE MUTUAL STORES,  
SUB-AGENTS LITTON, LD.,  
8 and 10 D'Aguiar Street.  
Provision and General Merchants.

## JEWELLERS

KANG LEE & CO.,  
Jewellers, Gold and Silverware, Watch-  
makers, Japanese Curios and Blackwood  
Furniture, Opposite Post Office, 36,  
Queen's Road Central.

MAISON LEVY HERMANOS,  
Diamond Jewellers and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hilo.

WAH LOONG,  
Gold and Silverware, Silk Dresses, Crêpe  
Shawls, Ivory, Lacquerware, Fans,  
Curios, Bristles, Human Hair, Fea-  
thers; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE  
EASTERN ACETYLENE LIGHTING  
COMPANY, Head Office, 62A, Queen's  
Road Central. Fittings of every de-  
scription for the ACETYLENE LIGHT at  
lowest rates.

## MERCANTILE AGENT

WOODS & CO.,  
Dundell Street, Agents for American and  
European Export Houses.

## PHOTOGRAPHERS

A. FONG,  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Enlargements, Ivory Miniatures, Oil  
Paintings, &c.; Lee House Street.

E. HING,  
Enlarging, Developing, Printing, Mod-  
erate 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

MEE CHEUNG,  
Lee House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc. Devel-  
opment Work. Amateur Requisites.

M. MUNEYA, JAPANESE ARTIST,  
Brimble and Gray's Enlargements. Work  
done for Amateurs; 8a, Queen's Road, CL

HONGKONG  
BUSINESS DIRECTORY.

## PHOTOGRAPHERS

YEE CHUN,  
Marine and Portrait Painter, 50, Queen's  
Road, Upstairs.

H. YERA,  
Japanese Photographer, 14, Beaconsfield  
Arcade, Queen's Road CL, also Wanchai  
Amateur's Requisites a Specialty.

## PRINTING

"DAILY PRESS" OFFICE,  
Proofs read by Englishmen.

## SILK GOODS DEALERS

TEJUMUL POHUSING,  
Dealer in Chinese, Indian and Japanese  
Goods, Silks, Woollen and Cashmere  
Shawls and other Sundry Goods; 4,  
D'Aguiar Street, First Floor.

VASSIAMULL ASSOMULL,  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Lace; 46, Queen's Road, CL.

## SILK LACE MANUFACTURERS

FR. BLUNCK,  
Exporter of Real Hand-made Torchon Laces  
in Silk, Linen and Cotton, Greenstitch and  
Silk Embroideries, Hand-made Silk  
and Linen Lace Curtains made to  
order; 17, Queen's Road, Central.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Shipbuilders, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,  
Navy Contractors, Ship Chandeliers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.,  
Shipbuilders, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mor-  
chandise, 144, Des Voeux Road.

MORE & SEIMUND,  
Shipbuilders, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 43 and 45, Praya Central.

## TAILORS

R. HAUGHTON & CO.,  
Naval, Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

HUNG YUEN,  
Outfitters, Shirt Makers, Hatters, Hosiery,  
Drapers, 85, Queen's Road, Central.

YEE SANG FAT & CO.,  
Outfitters, Dress Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs; Opposite Post  
Office, Queen's Road Central.

## TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS",  
Importers of the Best Manila Cigars, 58,  
Pottinger Street.

KRUSE & CO.,  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Fancy Goods, Agents;  
Commaught House, Queen's Road.

## WINE &amp; SPIRIT MERCHANTS

H. PRICE & CO.,  
12, Queen's Road  
and Calle Anlogue, Manila.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.  
A.I. A.B.C. and Engineering Codes  
Used.

DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 89 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide 26 1/2 "

DOCK No. 2 (at MUKAJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 360 "  
Width of Entrance on Top... 83 "  
Width of Entrance on Bottom... 63 "  
Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SAL-  
VAGE PLANT READY AT SHORT  
NOTICE. [1619]

THE "BOA VISTA" HOTEL have been  
appointed AGENTS for the Hongkong  
Daily Press, Hongkong Weekly Press, and the  
Chronicle and Directory for China, Japan,  
&c., at Macao, and they are authorized to  
collect all accounts due to the Daily Press  
Office on and after this date.

A. CUNNINGHAM,  
Manager.  
Hongkong, 4th October, 1900. [2357]

## CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.  
Absolutely Smokeless and Water-resisting.  
THE BEST NITRO-POWDER IN THE WORLD.  
PRICE OF 12-BORE CARTRIDGES—  
Loaded with... With Powder...  
Powder only... 1 lb. of Shot...  
Primers Cases... 6.25... 9.40...  
Ejector Cases... 6.50... 8.65...  
5 per cent. discount on orders of 1,000 and over.  
Apply to  
Wm. SCHMIDT & CO.,  
Gunmakers,  
Hongkong.  
Hongkong, 27th July, 1897. [1570]

## SPORT AND ANECDOTE.

BY AN OLD POET.

## THE PROFESSION OF PEDESTRIANISM.

It was very surprising the other day to read  
three-quarters of a column on the subject of  
pedestrianism from such a cultured critic and  
famous litterateur as Mr. Andrew Lang, and  
above all for an article on this topic to appear  
in the columns of the Daily News. Had Mr.  
Lang's graceful pen been devoted to cricket or  
golf one would not have been in any way  
amazed, but beyond doubt Mr. Lang had a fine  
text in reviewing "Running Recollections"—a  
book which is in some sense an autobiography  
of A. R. Downer, who has made a name as a  
foot-racer both as an amateur and a professional.  
Mr. Lang is quite correct when he says that a  
young man had better enlist, patriotism apart,  
than leave the amateur ranks for the status  
of a professional, and that on the whole  
there cannot be a worse profession. I  
have had considerable experience of what are  
generally called pedestrians, and I wish most  
emphatically to confirm Mr. Lang's opinion.  
Speaking first of all from the merely monetary  
point of view very few professional foot-racers  
save any considerable amount of money—which,  
I suppose, is the first test of success. Few  
enjoyed a greater reputation than Harry  
Hutchens, who won Sheffield Handicaps in  
1878, 1879, 1882, and 1891, but this marvellous  
mover—for he seemed to glide over the ground  
with a low stride, running more on the ball of  
his foot than on his toes—realizes more than any  
body else how floating is the reputation gained  
on the path, and that it brings no lasting guid-  
ance. At one time in Australia there were 3000 foot  
handicaps, and men were backed to win thou-  
sands, but did any of them, Charles Samuels,  
the Queensland aboriginal for instance, who was  
as fast as Hutchens, ever keep their money?  
Most foot-runners who race for cash rarely  
own any of that commodity, and only one of all  
the latter-day celebrities has a banking account.  
Dozens of old "peds," as they are termed, are  
very glad if they can, to use the words of  
Eccles in *Cante* "loan the price of a pint." A  
few such as Paddy Cannon, who is now the  
trainer to the Edinburgh Hibernians, and the  
renowned Johnson, of Stockton, who holds the  
same office to the Sheffield Wednesday football  
team, are in comfortable berths, and highly re-  
spected too among sportsmen, but as a rule  
pedestrians who have lost their pristine powers  
are to be pitied. From this, the most sordid  
standpoint, I agree with Mr. Lang that there  
cannot be a worse profession. One of the most  
famous sprinters who ever lived once told the  
writer that he cursed the day he ever put on a  
pair of pumps—and I can well believe him.

A LIFE STORY WHICH POINTS A MORAL.  
But placing the money question on one  
side, Downer's career points a moral. In his  
case we have a youth of good family, for his  
father occupied a position of importance at  
Kingstown, Jamaica, and in that city his uncle  
is the rector of the principal church. Moreover  
I believe that one of Downer's ancestors had  
grounded for believing that he was entitled to a  
peerage—but he never persevered with his claim.  
Brought while a baby by a devoted mother to  
Edinburgh he was educated at Watson's College,  
and at the Edinburgh Institution. Through-  
out his school days Downer's heart was not in his  
books: it was on the running track. His mother  
could not induce him to give up sprinting.  
Failing in his examinations he never qualified  
by diligent study for any profession. As an  
"amateur runner" he made a living because so-  
called "amateur" clubs, managed by business  
men—not sportsmen—paid Downer and others  
to run at their athletic festivals. But the  
Amateur Athletic Association heard of these  
things, suspended Downer from competing at  
any meeting, and a well bred youth, a Watson's  
College boy, of striking handsome presence,  
and splendid physique, was reduced to obtaining  
"the sinews of war" by avowedly running  
for the cash. His first exploit was against a  
cyclist, and then he became the acknowl-  
edged champion from 100 to 500 yards. But  
strength and elasticity are not always with  
us. One of Downer's feet went wrong—and  
with it his supremacy in pace. Downer was  
always an honest runner. It was impossible  
to induce him to lose a race. He went  
straight for the worst, and has sacrificed  
everything for his love of running, which he  
sincerely believes to be the finest sport. But  
personally he would have been more useful in  
the world, if after failing to get into the navy,  
he had applied himself to some wholesome trade.  
There are thousands of young men to-day who  
have an ambition to be a professional at some  
form of sport. In the vast majority of cases  
they had much better follow some handicraft,  
which if monotonous is at any rate enduring.  
To play cricket, or football, to run, or to box  
for pleasure is one thing, but to earn a living  
for only a few years by cricket, football, running  
or boxing is a very different matter. For the  
average man professionalism is to be avoided.

SPORTING LIBRARIES.  
The directors of the New South Wales Sports  
Club, Limited, with headquarters at Sydney,  
have determined to establish a sporting reference  
library. This is an excellent idea, and might  
well be copied not only by similar institutions  
but even by our public libraries. There is a  
wealth of literature in connection with cricket,  
hunting, golf, and turf, shooting, fishing, and  
yachting, which ought to be at the disposal of  
the public quite as much as masses of fiction.  
The great difficulty would be to make a judicious  
selection. For instance, I know a gentleman  
who has collected considerably over 1,000 books  
on cricket alone. Of course a really fine sport-  
ing library could be selected in one hundred  
books—and some day, I will give you my idea of  
what these consist of.

ILLUSTRATION: THE BOY SWIMMER.  
I see that the boy swimmer, David Billington,  
is announced to make an attempt on some records.  
This lad, who, it will be remembered, won the

1,000 Yards Northern Championship in the sea  
at Blackpool, in August, is quite a remarkable  
youth. A native of Basing, he was born on  
July 5th, 1885, and his father taught him to  
swim at the tender age of ten, and a year  
later he commenced to learn the trade of a  
weaver—so that whatever Billington does in  
time to come he will have the skill and the  
knowledge to earn a living. Although only 15  
years of age, he has made a great name. When  
he was 12 he swam in the 1,000 Yards Northern  
Championship, and compassed the course in 15  
mins. 53 secs. When 13 he swam a mile in 29  
mins. 42 secs., a quarter mile in 6 mins. 35 secs.,  
and 100 yards in 1 min. 23 secs. I consider  
these times wonderful, especially for a boy who  
only stands 5 feet and half an inch, with a chest  
measurement of 30 inches. Already he has won  
over one hundred prizes. He went on a little  
tour along the south coast where they are very  
fond of swimming races at their regattas.  
Fourteen prizes fell to his lot, and when he  
returned to Basing there was a brass band and a  
wagonette to take him home. This was not at  
all to the liking of the boy, who is so shy and  
reserved, that he would have hid himself if he  
could. No matter what he has to do Billington  
always finds time to swim once a day. Practice  
makes perfect—whether it be in swimming or  
playing the piano.

A CHAMPION GABERMAN'S OFFER TO A  
PROFESSIONAL.

What constitutes the charm of crossing the  
English Channel, says on the Dover steamboat.  
Passes my comprehension. Captain Matthew  
Webb swam from England to France in 1875—  
and only this year Monte Helber, Frank  
Holmes, and even a lady from Austria have had  
an ambition to rival poor Webb. The other  
day a young Frenchman made a voyage across  
the silver streak in a canoe—and now it is said  
that Moses Gibson, the Putney oarsman, is to  
try and row this stretch of water. If Gibson  
succeeds, Mr. C. V. Fox has promised him £100.  
Gibson is a well-known waterman, and is sure  
to make a bold attempt. His patron, Mr. Fox,  
who carried off the Wingfield Sculls, the am-  
ateur championship of the Thames, which has  
been vowed for during seventy years, is an  
Irishman, and when the South African war  
broke out he was gazetted to the 3rd Batta-  
lion to the Black Watch. He used to belong  
to the Dublin Bay Sailing Club, and two years  
ago won the Senior Sculls at the Windsor and  
Elton regatta. When up at Pembroke College,  
Oxford, he took the University Challenge Sculls.  
In the Diamonds, at Henley this year, Mr.  
Fox was vanquished by H. T. Blackstaffe, of  
the Vesta R.C. but since then he annexed the  
Irish Sculling Championship and the Coup de  
Paris on the Seine. But his triumph in the  
Wingfield Sculls was gained in record time.  
He is certainly the best amateur sculler we have  
had of late in the British Isles. Next year he  
ought to win the Diamonds, for that is, of  
course, the ambition of all gentlemen who prac-  
tise rowing—one of the very finest forms of  
exercise. If you want to be convinced on that  
point, let me recommend a perusal of the late  
Richard A. Proctor's book entitled *Strength*.  
Mr. Fox is a spirited young Irishman, but if  
Moses Gibson succeeds nothing is proved by the  
experiment save his pluck—which hardly seems  
necessary.

## ELECTIONEERING AND SPORT.

The Right Hon. Arthur James Balfour, who  
has ere this presented the English Football  
Cap to the winning team at the Crystal Palace,  
kicked off in a League match last Saturday  
when Manchester City met and defeated Stoke.  
I am very glad to see men of the exalted pos-  
ition of Lord Rosebery, Lord James of Here-  
ford, and Mr. Balfour encouraging football by  
attending matches, but I cannot help thinking  
that a man like Mr. Balfour ought not to con-  
descend to kick off even for the sake of popu-  
larity at an election time. We must be grati-  
fied when we see the author of *A Defence of  
Philosophic Doubt* at a football match, but  
for him to kick a ball twenty or thirty yards  
for the sake of a few votes seems an extror-  
dinary procedure. If Mr. Balfour or any other  
candidate has to rely on that sort of thing for  
support, it is a pity.

## A WORLD'S RUNNING RECORD.

Maxwell W. Long, the American amateur  
runner, is I should say, the legitimate successor  
to the great Laurence Eugene Myers, and to  
the Worcester (Mass) Wonder, Barney Wetters.  
Young Long is now the holder of the following  
Championships:—100 and 440 yards of America,  
220 and 440 yards of Canada, 440 yards of Eng-  
land, and 400 metres of the world run at Paris  
(July 15th, 1900). This is quite enough in a  
small way, but last Saturday, at New York, he  
ran a quarter of a mile on an oval track in 47  
4/7 secs., which, of course, beats the 48 1/2  
secs. accomplished by H. C. L. Tindall and E. C.  
Bredin, and the 48 4/5 of L. E. Myers. Only  
once had it ever been beaten, and then by Wen-  
dell Baker, who, at Boston, Mass., in 1886, was  
on a straight quarter track which had been  
banked up as a shield against the wind—and  
therefore cannot be included as a record. It  
was generally thought that Dick Buttery, of  
Sheffield, who accomplished 48 1/2 secs. at New-  
castle on October 4th, 1873, was the fastest man  
over the distance who ever lived—but Long has  
eclipsed him. This New York boy, for he is  
only 21, stands 5ft. 10 1/2 in., and weighs 11st. 6lb.

Bracing!  
Refreshing!  
Invigorating!  
ADD A LITTLE  
Cond's Fluid  
TO YOUR BATH.  
THE STRENGTHENING EFFECT IS MARVELOUS.  
CONDY'S FLUID IS THE BEST  
ALL GENUINELY PREPARED  
Under the name "CONDY'S FLUID."

His running career has extended over three  
years, but in the hands of trainers like Tom  
Murphy and Mack of Columbia College, New  
York, he has simply licked creation. He is the  
best built man for a "quarter" that I ever  
saw—better than Myers, because he had strength  
just in the right places where Myers was lack-  
ing in substance. Long has run 100 yards in  
22 secs. on a round course, and now a quarter in  
47 4/5 secs. Indeed he has a very poor class of  
opponents if they do not cause Long always to  
get in the neighbourhood of 49. Long has  
proved himself invincible in both the old world  
and the new.

## PRINCE RANJIT AND HIS PRIVATE BOWLER.

A cricket match was played at Cambridge  
last Saturday for the benefit of Jack O'Connor.  
Now a lot of people may want to know who  
Jack O'Connor is. Well, let me tell you. He  
played for a few matches in the Derbyshire  
team in 1900, but prior to that he was well  
known at Cambridge and assisted that eastern  
county for eight years. Connor, I may add,  
is a cousin of McIntyre and the son-in-law of  
the great Robert Carpenter, so that he is con-  
nected with cricket in more ways than one.  
Brought up at Pinston (Derbyshire), where he  
was born thirty years ago, he graduated from  
the gloom of a coal mine to the brightness and  
glory of the cricket field. By Gunn and Moore,  
of Nottingham, he was sent as a professional at  
Cambridge. At this University he gained the  
patronage of Prince Ranjitsinhji, and has for  
the greater part of eleven years been the Indian  
potentate's private bowler. It was then exco-  
ndingly kind of Ranji to play in this benefit  
match last Saturday, and what is more, to score  
122 (not out) for his servant, who declares the  
somewhat batsman the kindest and most amiable  
man he has ever met.

## NOTICES TO CONSIGNEES

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "STUTTGART."

## OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived,  
Consignees of cargo are hereby informed that  
their Goods, with the exception of Opium,  
Treasure, and Valuables, are being landed and  
stored at their risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited, Kowloon, whence delivery may be  
obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 9th November will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on TUESDAY, the 6th November,  
and THURSDAY, the 8th November, at 9.30  
A.M.

All claims must reach us before the 12th  
November, or they will not be recognised.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the  
undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.  
Hongkong, 2nd November, 1900. [8]

## STEAMSHIP "ANNAM."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex  
s.s. *Combedge*, in connection with above  
Steamer are hereby informed that their goods  
with the exception of Opium, Treasure and  
Valuables, are being landed and stored at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, at  
Kowloon, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before 9 A.M. TO-MORROW, the 6th inst.,  
requesting it to be landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining undelivered after  
MONDAY, the 12th instant, at Noon, will be  
subject to rent and landing charges.

All claims must be sent in to me on or before  
the 12th instant, or they will not be re-  
cognised.  
All damaged packages will be examined on  
MONDAY, the 12th instant, at 3 P.M.  
No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 5th November, 1900. [2]

## "GLEN" LINE OF STEAMERS.

## FROM NEW YORK.

## THE Company's Steamship

## "GLENARTNEY."

having arrived from the above port, Consignees  
of Cargo by her are hereby informed that their  
goods will be delivered from alongside.  
Cargo impeding the discharge or remaining  
on board will be delivered at once at Con-  
signees' risk and expense into the Hongkong  
and Kowloon Wharf and Godown Company's  
Godown.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
MCGREGOR BROS. & GOW,  
Agents.  
Hongkong, 5th November, 1900. [2815]

## NOTICE.

STEAMERS calling at Amoy can be supplied  
with the highest class of JAPANESE  
BUNKER COAL.

For terms, &c., apply to  
LAFARIX, CASS & CO.,  
Amoy, 16th October, 1900. [2386]

THE TRADE MARKS ORDINANCE,  
1898.APPLICATION FOR REGISTRATION OF TRADE  
MARKS.

## NOTICE

IT is hereby given that THE  
AMERICAN TOBACCO COMPANY,  
carrying on business at Victoria, in the Colony  
of Hongkong and elsewhere, as Tobacco Mer-



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	CHUSAN	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 10th inst. at Noon.
LONDON VIA SUEZ CANAL.	ADAMENNON	Brit. str.	—	Niel	BUTTERFIELD & SWIRE	On 13th inst.
LONDON VIA SUEZ CANAL.	AAJAX	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th inst.
LONDON VIA SUEZ CANAL.	ANTONOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LONDON	CANTON	Jap. str.	—	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 29th inst.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th inst.
BREMEN VIA PORTS OF CALL.	EATERY	Ger. str.	—	H. Bleeker	MELCHERS & CO.	On 14th inst. at Noon.
MARSEILLES, HAVRE & COPENHAGEN VIA PORTS OF CALL.	HAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	To-morrow.
MARSEILLES, LONDON & ANTWERP V. S'PORE &c.	TOKIN	Jap. str.	—	Vaquier	MELCHERS & CO.	On 16th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP V. S'PORE &c.	AWA MARU	Jap. str.	—	N. Trenant	MELCHERS & CO.	On 19th inst. at 1 P.M.
HAVRE, BREMEN & HAMBURG V. COLOMBO.	SUEVIA	Ger. str.	—	Forck	CARLOWITZ & CO.	On 30th inst. at Daylight.
HAVRE & HAMBURG	AMBRIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	To-morrow.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Janzen	CARLOWITZ & CO.	On or about 6th Dec.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 20th Dec.
HAVRE & HAMBURG	SAMBIA	Brit. str.	—	Schmidt	CARLOWITZ & CO.	On or about 30th Dec.
NEW YORK VIA SUEZ CANAL.	HILIGLES	Brit. str.	—	F. Gedge	DODWELL & CO. LIMITED	On or about 8th Jan.
NEW YORK	GLENNHARRY	Brit. str.	—	O.P. Marshall, R.N.R.	McGREGOR BROS. & GOW	On or about 20th inst.
VANCOUVER VIA SHANGHAI &c.	TAVERNE OF INDIA	Brit. str.	—	A. Dixon	CANADIAN PACIFIC R. CO.	On 25th inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI &c.	RIOTIN MARU	Jap. str.	—	J. W. Ekstrand	DODWELL & CO. LIMITED	On 28th inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI &c.	MILOS	Ger. str.	—	T. M. Stevens & Co.	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
PORTLAND, OREGON VIA SHANGHAI &c.	CITY OF PEKING	Amr. str.	—	PACIFIC MAIL S. S. CO.	PACIFIC MAIL S. S. CO.	On or about 27th inst.
SAN FRANCISCO VIA AMOY &c.	COPTIC	Brit. str.	—	O. & O. S. S. Co.	O. & O. S. S. Co.	On 17th inst. at Noon.
SAN FRANCISCO VIA AMOY &c.	AMERICA MARU	Jap. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 24th inst.
SAN FRANCISCO VIA AMOY &c.	CARLEIGH CITY	Brit. str.	—	T. Moore	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
ATLANTIC PORTS.	CHANGSHA	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 15th inst. at 4 P.M.
AUSTRALIAN PORTS.	EASTERN	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 23rd inst. at 4 P.M.
TRIESTE, VIA STRAITS, CALCUTTA, COLOMBO, &c.	KASUGA MARU	Jap. str.	—	P. Craglie	SANDER, WIELE & CO.	On 17th inst. P.M.
YOKOHAMA & KOBÉ	SILESIA	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 12th inst. at 4 P.M.
YOKOHAMA VIA NAOSAKI & KOBÉ	CHINGTU	Brit. str.	—	G. K. Wright	P. & O. S. N. Co.	On or about 30th inst.
KOBÉ & YOKOHAMA	JAPAN	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
KOBÉ & YOKOHAMA	KASUGA MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
NAOSAKI, KOBÉ & YOKOHAMA	SHIRANO MARU	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 26th inst. at Noon.
SHANGHAI	SHANSHI	Brit. str.	—	Carnaghan	BUTTERFIELD & SWIRE	On 10th inst.
SHANGHAI	SORBAON	Brit. str.	—	L. M. Wimber	P. & O. S. N. Co.	On or about 10th inst.
SWATOW, AMOY & TAMSUI	MAIDZURU MARU	Jap. str.	—	T. Ogata	MITSU BUSSEN KAISHA	On 11th inst. at Daylight.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	K. Suzuki	BUTTERFIELD & SWIRE	On 21st inst.
MANILA	SUNGKIANG	Brit. str.	—	T. Moore	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	CHANGSHA	Brit. str.	—	A. Ramsay	MEHLEN & CO.	On 10th inst. at 5 P.M.
MANILA VIA AMOY	DIAMANTE	Brit. str.	—	Damster	MELCHERS & CO.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	PAX	Ger. str.	—	Davis	JARDINE, MATHESON & CO.	To-morrow, at Noon.
SINGAPORE, PENANG & BOMBAY	CHELYDRA	Brit. str.	—	Magnanini	CARLOWITZ & CO.	On 10th inst. at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	BISAGNO	Ital. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 14th inst. at Noon.

## SHIPPING.

**ARRIVALS.**  
 Nov. 6, BINAHO, Italian str., 1,509, D. Maganini, Bombay, 17th Oct. and Singapore 30th, General.—CARLOWITZ & CO.  
 Nov. 6, PHUENHIRE, British str., 5,550, James Wallace, Sydney via Taku 6th Oct., Fodor and Horne.—DODWELL & CO. LIMITED.  
 Nov. 7, KIRKFIELD, British str., 2,280, S. B. Watson, Cardiff 21st September, Coal.—DODWELL & CO. LD.  
 Nov. 7, THYM, Norwegian steamer, 710, Dahl, Canton 6th November, General.—EAST ASIATIC TRADING CO.  
 Nov. 7, ULKES, British steamer, 2,281, J. Edmondson, Singapore 1st Nov., General.—BUTTERFIELD & SWIRE.  
 Nov. 7, HONGKONG, French str., 862, Pannier, Haiphong 5th November and Hoihow 6th, General.—A. R. MARTY.  
 Nov. 7, KAMAKURA MARU, Japanese str., 3,796, H. Petersen, Antwerp 23rd September, General.—NIPPON YUSEN KAISHA.  
 Nov. 7, SARDINIA, German transport, 2,269, C. Schönlank, from Kiel, 1st Nov., General.—JARDINE, MATHESON & CO.  
 Nov. 7, TAIANO, British steamer, 1,544, Wilde, Canton 7th November, General.—JARDINE, MATHESON & CO.  
 Nov. 7, VON POMMER, German str., 970, F. Gerstang, Singapore 31st Oct., Cable.—CARLOWITZ & CO.  
 Nov. 7, COPTIC, British str., 2,744, John H. Rinder, San Francisco 10th October and Shanghai 5th November, Mails and General.—O. & O. S. N. Co.  
 Nov. 7, MAIDZURU MARU, Jap. str., 667, T. Ogata, Tamsui 4th Nov., Amoy 5th and Swatow 6th, General.—M. B. KAISHA.  
 Nov. 7, MONGKUT, German str., 964, A. Müller, Bangkok 31st Oct., General.—BUTTERFIELD & SWIRE.  
**CLEARANCES.**  
 At the Harbour Master's Office.  
 7th November.  
 Hamburg, German bark, for New York.  
 Topygall, British bark, for Port Townsend.  
 Lyceon, German str., for Shanghai.  
 Glenarthy, British str., for Kobe.  
 Chunyang, British str., for Singapore.  
 Hailong, British str., for Haiphong.  
 Hsinfeng, British str., for Shanghai.  
 Akashi Maru, Jap. str., for Swatow.  
 Hong Wan, British str., for Amoy.

## DEPARTURES.

Nov. 8, C. LAURE, French str., for Foochow.  
 Nov. 7, MORTREY, Amr. monitor, for Canton.  
 Nov. 7, CASSIUS, German str., for Taku.  
 Nov. 7, SIERRA CONDOVA, British ship, for Royal Road.  
 Nov. 7, CHOWTAI, German str., for Bangkok.  
 Nov. 7, AKASHI MARU, Jap. str., for Swatow.  
 Nov. 7, HONO WAN, British str., for Amoy.  
 Nov. 7, HAINFUNG, British str., for Shanghai.  
 Nov. 7, HAILONG, British str., for Haiphong.

## VESSELS IN DOCK.

ABERDEEN DOCK.—Topygall.  
 KOWLOON DOCK.—Don Juan de Austria, Adamastor, Chingtu, H.M.S. Janus, Menelaus, Tartar, Amigo, H.M.S. Sandpiper, Trym.  
 COSMOPOLITAN DOCK.—Stanfield, Changsha, Forest Dale.

## SHIPPING REPORTS.

The British steamer *Perthshire*, from Sydney via Taku 6th Oct., had moderate S.E. and N.E. winds and fine weather.  
 The Japanese steamer *Maideru Maru*, from Tamsui 4th Nov., Amoy 5th and Swatow 6th, had fine, cloudy weather with moderate N.E. breeze and moderate sea throughout.  
 The British steamer *Coptic*, from San Francisco 10th Oct. and Shanghai 5th Nov., had calm from Shanghai to Tung Yung; thence light N.E. monsoon with fine weather to port. Nov. 5th spoke the U.S. transport *Port Albert* in lat. 25.53 N., long. 123.17 E., bound to south-westward.

## VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

**"SUNGKIANG."**  
 Captain Moore, will be despatched as above TO-MORROW, the 8th inst., at 4 P.M.  
 The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.  
 A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
 Hongkong, 8th November, 1900. [2791]

## VESSELS ON THE BERTH.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

**"CHELYDRA."**

Captain Davis, will be despatched as above TO-MORROW, the 9th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 3rd November, 1900. [2799]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN VIA BANGKOK.

THE Company's Steamship

**"CATHAY."**

will be despatched as above TO-MORROW, the 9th inst.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 7th November, 1900. [2830]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

**"CHANGSHA."**

Captain T. Moore, will be despatched as above TO-MORROW, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1900. [2837]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

**"CHANGSHA."**

Captain T. Moore, will be despatched as above TO-MORROW, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1900. [2836]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

**"DIAMANTE."**

Captain A. Ramsay, will be despatched as above on SATURDAY, the 10th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 6th November, 1900. [2836]

NOTICE TO SHIPPERS.

FOR MANILA VIA AMOY.

THE Company's Steamship

**"PAX."**

Captain Damster, will load here as above and will have quick despatch.

For Freight, apply to MELCHERS & CO., Agents.

Hongkong, 5th November, 1900. [2897]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	SAILING DATES.
KAMAKURA MARU	KOBÉ and YOKOHAMA
H. Petersen	FRIDAY, 9th Nov., at DAYLIGHT.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO
T. Murai	WEDNESDAY, 14th Nov., at NOON.
HAKATA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID
F. L. Sommer	FRIDAY, 16th Nov., at DAYLIGHT.
HITACHI MARU	KOBÉ and YOKOHAMA
G. Anderson	FRIDAY, 23rd Nov., at NOON.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE
E. W. Haswell	FRIDAY, 23rd Nov., at 4 P.M.
RIOTIN MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBÉ and YOKOHAMA
J. W. Ekstrand	SATURDAY, 24th Nov., at 4 P.M.
SHINANO MARU	NAGASAKI, KOBÉ and YOKOHAMA
G. E. P. Cook	MONDAY, 26th Nov., at NOON.
AWA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID
N. Trenant	FRIDAY, 30th Nov., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Clater Road.

A. S. MIHARA, Manager. Hongkong, 30th October, 1900. [12]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	CHUSAN	Noon, 10th Nov.	See Special Advertisement.
	C. D. Bennett, R.N.R.	Nov.	
SHANGHAI	SORBAON	About 10th Nov.	Freight or Passage.
	L. M. Wimber, R.N.R.	Nov.	
LONDON	CANTON	About 29th Nov.	Freight or Passage.
	C.F. Lockstone, R.N.R.	Nov.	
YOKOHAMA VIA NA- GASAKI & KOBÉ	JAPAN	About 30th Nov.	(Passing through the Inland Sea). Freight or Passage.
	G. K. Wright	Nov.	

## PASSENGER SEASON, 1901.

s.s. PLASSY	7,240 tons	March 30th	MARSEILLES and LONDON DIRECT.
s.s. SOBBAON	7,382 tons	April 27th	Without Transhipment.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 5th November, 1900. [1]

HAMBURG-AMERIKA LINIE

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE.)

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE, BREMEN, HAMBURG (via COLOMBO)	On 19th November.
Capt. Forck	(London with transhipment in Hamburg)	Freight.
AMBRIA	HAVRE & HAMBURG	About 6th December.
Capt. A. Wagner	(London with transhipment in Hamburg)	Freight.
ARAGONIA	HAVRE & HAMBURG	About 20th December.
Capt. Forck	(London with transhipment in Hamburg)	Freight.
WITTENBERG	HAVRE & HAMBURG	About 30th December.
Capt. Hempel	(London with transhipment in Hamburg)	Freight.
SAMBIA	HAVRE & HAMBURG	About 8th January.
Capt. Schmidt	(London with transhipment in Hamburg)	Freight.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [13]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,811	A. Dixon	November 28
BRAEMAR	3,601	W. Watt	December 6
GOODWIN	4,421	A. Jackson	December 12
DUKE OF FIFE	3,821	J. S. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £82.

Excellent accommodation. First class Table. DOCTOR and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA AND TACOMA, £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Ports on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 5th November, 1900. [10]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPRESS OF INDIA"....Comdr. C. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900

"EMPRESS OF JAPAN"....Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900



## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"CHUSAN,"  
Captain C. D. Bennett, R.N.R., carrying Her Majesty's Mails, will be despatched from this office for Bombay on SATURDAY, the 10th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 29th October, 1900.

## NAVIGAZIONE GENERALE ITALIANA (FIORIO AND MURATTI) UNITED COMPANIES.

## STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUVA, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

## "BISAGNO."

Captain Magazzini, will be despatched as above on SATURDAY, the 10th November, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,  
Agents.  
Hongkong, 31st October, 1900.

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI.

THE Company's Steamship

## "SHANSI."

Captain Carnahan, will be despatched as above on SATURDAY, the 10th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 7th November, 1900.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

## "MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 11th instant, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 5th November, 1900.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

## "EASTERN."

Captain Ellis, will be despatched for the above ports on THURSDAY, the 15th November, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 29th October, 1900.

## COMPAGNIE DES MESSEGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, FONDICHERY, MADRAS, CALCUTTA, DIBOUTY, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

## LONDON, HAVRE, BORDEAUX, ALSO

## PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 19th November, 1900, at 1 P.M., the Company's Steamship

"TONKIN," Captain Vaquier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 19th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 6th November, 1900.

## VESSELS ON THE BERTH

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at Noon.

GABRIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at Noon.

Dona (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 17th November, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, in-larking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and sent will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.  
Hongkong, 24th October, 1900.

## TOYO KISEN KAISHA.

## TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

America Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.

Hongkong Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.

Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.

THE Twin-Screw Steamship

## "AMERICA MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 24th November, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.  
Hongkong, 1st November, 1900.

## VESSELS ON THE BERTH

## CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBÉ.

THE Company's Steamship

## "CHINGTU."

Captain Williams, will be despatched as above on MONDAY, the 12th inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 8th November, 1900.

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

## "AGAMEMNON."

Captain Nish, will be despatched as above on TUESDAY, the 13th November.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 3rd October, 1900.

## OCEAN STEAMSHIP COMPANY.

## FOR LIVERPOOL, DIRECT.

(TAKING CARGO AT LONDON RATES.)

THE Company's Steamship

## "TANTALUS."

Captain Gregory, will be despatched as above on SATURDAY, the 17th November.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 12th October, 1900.

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

## "HILGLEN"

will be despatched for the above port on or about the 26th November, 1901.

For Freight, apply to

DODWELL & CO., LD.,  
Agents.  
Hongkong, 25th October, 1900.

## GLEN LINE OF STEAMERS.

## FOR NEW YORK.

THE Company's Steamship

## "GLENGARRY."

Captain F. Gedy, will be despatched for the above port on the 25th November, 1900.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,  
Agents.  
Hongkong, 26th October, 1900.

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

## "AJAX."

Captain Batt, will be despatched as above on TUESDAY, the 27th November.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 19th October, 1900.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 4th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.  
Hongkong, 8th November, 1900.

## VESSELS ON THE BERTH

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 20th Nov. 3,002 Tons

S.S. "KVAEVEN" On 12th Dec. 2,463 Tons

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBÉ, YOKOHAMA and HONOLULU, on TUESDAY, the 20th November.

The Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan.

Hongkong, 8th November, 1900.

## LOADING ON THE BERTH.

## FOR PORTLAND, OREGON VIA JAPAN.

Booking Cargo for OVERLAND POINTS.

THE First Class Twin Screw Steamer

## "MILOS"

will be despatched on or about 27th instant.

For Freight, apply to

T. M. STEVENS & CO.,  
Agents.  
Hongkong, 7th November, 1900.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

STATE OF MAINE, American ship, Colcord.—Standard Oil Co.

## HONGKONG STEAMERS.

Amigo, German str., 771, Bendixen, Nov. 1, Jensen & Co.

Anping Maru, Jap. str., 1,058, Atsumi, Nov. 3, Mitsui Bussan Kaisha

Biscon, Italian str., 1,503, Magagnoli, Nov. 6, Carlowitz & Co.

Cathay, Russian steamer, 3,571, Jensen, Nov. 2, Melchers & Co.

Changsha, British str., 1,463, Moore, Oct. 22, Butterfield & Swire

Cholydra, British str., 1,574, Davies, Nov. 2, Jardine, Matheson & Co.

Chingta, British str., 2,360, Williams, Oct. 17, Butterfield & Swire

Chunwang, British str., 1,418, Muir, Nov. 1, Jardine, Matheson & Co.

Chynshan, British str., 1,282, Messer, Nov. 3, Bradlee & Co.

City of Rio de Janeiro, Amr. str., 2,275, Ward, Nov. 2, P. M. S. S. Co.

Clam, British steamer, 2,311, Evans, Nov. 6, Arnold, Karberg & Co.

Coptic, British steamer, 2,744, Rinder, Nov. 7, O. & O. S. S. Co.

Decima, German str., 794, Christiansen, Nov. 6, Chinese

Empress of India, British str., 3,003, Marshall, Oct. 30, C. P. R. Co.

Forest Dale, British str., 2,215, Crispsey, Nov. 5, Brando & Co.

Formosa, British str., 674, Hodgins, Nov. 6, Douglas Lauprak & Co.

Glenduff, British str., 1,943, Warner, Nov. 4, McGregor, Evans & Gow

Hanch, French steamer, 749, Pannier, Nov. 5, A. R. Marty

Hans, German steamer, 1,300, Schall, Nov. 3, Sander, Wisler & Co.

Hermes, Norwegian str., 649, Jussen, Nov. 4, Jardine, Matheson & Co.

Hoiho, French str., 509, Merlees, Nov. 6, A. R. Marty

Hongkong, French str., 862, Pannier, Nov. 7, A. R. Marty

Kamukata Maru, Jap. str., 3,796, Petersen, Nov. 3, Mitsui Bussan Kaisha

Kirkcaldy, British str., 2,259, Watson, Nov. 7, Dowdell & Co., Limited

Loongang, British str., 1,090, Weigall, Oct. 27, Jardine,



## POST OFFICE NOTICES.

**627 XMAS AND NEW YEAR PARCELS.**—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 9th November, are due in London about the 18th December, and those posted before 3 p.m. on Friday, the 23rd November, are due in London about the 30th December. Senders of Parcels are requested to post them a few days in advance.

**The Subscribers.** With the English Mail of the 12th October, left Singapore on Sunday, the 4th inst. at 1 p.m., and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on 10th September.

## MAILS WILL CLOSE.

FOR	PER	DAY-AND-HOUR.
Hainan	Hanoi	Thursday, 8th, 11.00 A.M.
Hankow	Cathay	Thursday, 8th, 5.00 P.M.
Shanghai	Shansi	Thursday, 8th, 5.00 P.M.
Hongkong	Hormes	Thursday, 8th, 5.00 P.M.
Kobe and Yokohama	Kamakura Maru	Thursday, 8th, 5.00 P.M.
Haitow and Pakhoi	Hoiho	Friday, 9th, 8.00 A.M.
Singapore, Penang and Calcutta	Chetayra	Friday, 9th, 11.00 A.M.
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Changsha	Friday, 9th, 3.00 P.M.
Manila	Sangkang	Friday, 9th, 3.00 P.M.
Singapore, Penang and Bombay	Bisagno	Saturday, 10th, 10.00 A.M.
EUROPE, &c., India via Tutuicoria		Saturday, 10th, 8.00 A.M.
(Late Letters 10 to 11.30 A.M. Extra Postage 10 cents)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)		
Manila	Diamante	Saturday, 10th, 4.00 P.M.
Yokohama and Kobe	Chingtu	Monday, 12th, 3.00 P.M.
Swatow, Amoy and Taiwan	Anping Maru	Tuesday, 13th, 3.00 P.M.
EUROPE, &c., India via Tutuicoria		Wednesday, 14th, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Manila	Bayern	Monday, 10th, 8.00 A.M.
Yokohama and Kobe		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Swatow, Amoy and Taiwan		
EUROPE, &c., India via Tutuicoria		Tonkin
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Manila		Papers 10.30 A.M.
Yokohama and Kobe		Letters 11.00 A.M.
Swatow, Amoy and Taiwan		
EUROPE, &c., India via Tutuicoria		Wednesday, 21st, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Manila		Letters 11.00 A.M.
Yokohama and Kobe		
Swatow, Amoy and Taiwan		

Meeting of the Hongkong Boat Club, Cricket Club House, 6 p.m.

**TO-MORROW.**  
Sale, Furniture, Sales Rooms, Messrs. Hughes and Hough, 2.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

WEDNESDAY, 7th November.

ON LONDON.—	Telegraphic Transfer	214
Bank Bills, on demand	214	
Bank Bills, at 30 days sight	214	
Bank Bills, at 4 months sight	214	
Credits, at 4 months sight	214	
Documentary Bills, 4 months sight	214	
ON PARIS.—	Bank Bills, on demand	2.634
Credits, at 4 months sight	2.69	
ON GERMANY.—	On demand	2.144
ON NEW YORK.—	Bank Bills, on demand	50
Credits, 60 days sight	52	
ON BOMBAY.—	Telegraphic Transfer	157
Bank, on demand	157	
ON CALCUTTA.—	Telegraphic Transfer	157
Bank, on demand	157	
ON SHANGHAI.—	Bank, at sight	714
Private, 30 days sight	724	
ON YOKOHAMA.—	On demand	2½ p.c. dis.
ON MANILA.—	On demand	1 p.c. p.m.
ON SINGAPORE.—	On demand	14 p.c. p.m.
ON CANTON.—	On demand	12½
ON HONGKONG.—	On demand	2 p.c. p.m.
ON SAIGON.—	On demand	1 p.c. p.m.
ON BANGKOK.—	On demand	60
SOVEREIGNS, Bank's Buying Rate	9.45	
GOLD LEAF, 100 fine, per tael	50	
BAR SILVER, per oz	20½	

## OPIUM.

Malwa New	\$770	to \$780 per picul.
Malwa Old	\$800	to \$810
Malwa Older	\$830	to \$840
P. P. per wrapped	\$850	to \$860
Persian fine quality	\$870	to \$880
Persian extra fine	\$900	to \$910
Patna New	\$945	to \$955 per chest.
Patna Old	\$945	to \$955
Benares New	\$945	to \$955
Benares Old	\$945	to \$955

## VESSELS EXPECTED.

THE ENGLISH MAIL.	The P. & O. steamer <i>Sobraon</i> left Singapore for this port on the 4th inst. at 1 p.m., with the outward English mails, and is due here to-morrow.
THE GERMAN MAIL.	The Imperial German Mail steamer <i>Kontig</i> Albert, carrying the German mails, will leave from Berlin on the 13th Oct., left Colombo on Friday, the 2nd inst., and may be expected here on or about Tuesday, the 13th inst.
THE IMPERIAL GERMAN MAIL.	The Imperial German Mail steamer <i>Bayern</i> left Kobe via Nagasaki and Shanghai on Sunday, the 4th inst., and may be expected here on or about Tuesday, the 13th inst.
THE INDIAN MAIL.	The steamer <i>Lightning</i> , from Calcutta, left Singapore for this port on Saturday afternoon, the 3rd inst.
THE AMERICAN MAIL.	The T. K. K. steamer <i>America</i> Maru, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 17th inst.
	The T. K. K. steamer <i>City of Peking</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 23rd inst.
	The Q. & O. steamer <i>Gaelic</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 23rd inst.
MERCHANT STEAMERS.	The N. A. L. steamer <i>Ambra</i> , from Hamburg, left Singapore for this port on the 2nd inst., and may be expected here on or about the 9th inst.
	The Glen Line steamer <i>Glenfarg</i> , from London, left Singapore on the 6th inst., and is due here on the 11th inst.
	The N. Y. K. steamer <i>Kagoshima</i> Maru (Bombay Line) left Kobe via Moji for this port on the 6th inst., and is expected to arrive here on the 13th inst.

## JOINT STOCK SHARES.

HONGKONG, 7th November.

STOCKS.	No. of Shares.	Issue Price.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/11/11 d. = \$15.08 per share for 1st half year 1900	318 p.c. pr. = \$101.4
Bank of China & Japan, Ltd.	100,000	25	25	None	21
Do. Doctored	100,000	25	25	None	25.5s.
National Bank of China, Ltd.	10,000	25	25	2/8 for 1899	\$26, sales & buyers
Do. Founders' Shares	10,000	25	25	2/8 for 1899	\$26, buyers
<b>MARINE INSURANCE.</b>					
Union Ins. Society, Ltd.	10,000	\$250	\$250	40 p.c. = \$20 for 1898	\$245, sales
China Traders Ins. Co., Ltd.	24,000	\$88.33	\$88.33	10 p.c. for 1899	\$52, sellers
North China Ins. Co., Ltd.	5,000	\$100	\$100	10 p.c. for 1899	\$110, sales
Yangtze Ins. Assocn., Ltd.	8,000	\$100	\$100	10 p.c. for 1899	\$127, buyers
Canton Insurance Office, Ltd.	10,000	\$250	\$250	6 p.c. for 1899	\$127, buyers
Straits Insurance Co., Ltd.	30,000	\$100	\$100	12 p.c. for 1899	\$127, buyers
<b>FIRE INSURANCE.</b>					
Hongkong Fire Ins. Co., Ltd.	6,000	\$250	\$250	\$27 for 1898	\$205
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$27 for 1898	\$78
<b>SHIPPING.</b>					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ended 30-6-1900	\$321, sales & sellers
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	12 p.c. for 1899	\$61, buyers
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	20 p.c. for 1899	\$65, sales & sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p.c. for 1899	\$41, buyers
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	12 p.c. for 1899	\$41, buyers
Do. Ordinary	20,000	\$10	\$10	12 p.c. for 1899	\$41, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	12 p.c. for 1899	\$41, buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	12 p.c. for 1899	\$41, buyers
<b>REFINERIES.</b>					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	\$3 for 1897	\$112, buyers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$35, buyers
<b>MINEING.</b>					
Panjo Mining Co., Ltd.	60,000	\$8	\$8	None	\$2.00, sellers
Do. Preference	30,000	\$1	\$1	None	\$2.00, sales & buyers
Societe Fran. des Chaux et Ciments de Tonkin	16,000	\$250	\$250	None	\$2.00, buyers
Queensland Mining Co., Ltd.	400,000	\$25	\$25	None	\$2.00, buyers
Jeilun Mining and Trading Company, Ltd.	45,000	\$5	\$5	None	\$2.00, buyers
Raub Australian Gold Mining Co., Limited	200,000	\$1	\$1	None	\$2.00, buyers
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None	\$2.00, buyers
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	None	\$2.00, buyers
Do. Preference	70,000	\$1	\$1	None	\$2.00, buyers
<b>DOCKS, WHARVES, &amp;c.</b>					
Hongkong and Wharves Dock Co., Limited	12,500	\$125	\$125	5 p.c. for 1899	\$45, buyers
Hongkong and Wharves Dock Co., Limited	30,000	\$50	\$50	5 p.c. for 1899	\$45, buyers
Wharf and G. Co., Ltd.	2,000	\$100	\$100	5 p.c. for 1899	\$45, buyers
Wanchai Warehouse and Storage Co., Ltd.	6,000	\$60	\$60	5 p.c. for 1899	\$45, buyers
New Amoy Dock Co., Ltd.	6,000	\$60	\$60	5 p.c. for 1899	\$45, buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	5 p.c. for 1899	\$183, sellers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	5 p.c. for 1899	\$25
West Point Building Company, Limited	12,500	\$50	\$50	5 p.c. for 1899	\$25
Hongkong Hotel Company, Limited	12,500	\$50	\$50	5 p.c. for 1899	\$25
Oriental Hotel Co., Limited	7,000	\$50	\$50	5 p.c. for 1899	\$25
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	5 p.c. for 1899	\$25
<b>COTTON MILLS.</b>					
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	5 p.c. for 1899	\$25
International Cotton Mill Co., Ltd.	10,000	\$100	\$100	5 p.c. for 1899	\$25
Laun-Kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	\$100	5 p.c. for 1899	\$25
Soy Chee Cotton Spinning & Weaving Co., Ltd.	7,000	\$100	\$100	5 p.c. for 1899	\$25
Yahloong Cotton Spinning & Weaving Co., Ltd.	2,000	\$100	\$100	5 p.c. for 1899	\$25
<b>MISCELLANEOUS.</b>					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	5 p.c. for 1899	\$25
China Borneo Co., Ltd.	7,500	\$20	\$20	5 p.c. for 1899	\$25
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	5 p.c. for 1899	\$25
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	5 p.c. for 1899	\$25
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	5 p.c. for 1899	\$25
Hongkong Telephone Co., Ltd.	10,000	\$50	\$50	5 p.c. for 1899	\$25
Hongkong Ice Co., Ltd.	6,000	\$25	\$25	5 p.c. for 1899	\$25
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	5 p.c. for 1899	\$25
Dairy Farm Co., Ltd.	10,000	\$71	\$71	5 p.c. for 1899	\$25
Carmichael & Co., Ltd.	2,000	\$25	\$25	5 p.c. for 1899	\$25
Ek & China Bakery Co., Ltd.	600	\$30	\$30	5 p.c. for 1899	\$25
Campbell, Moore & Co., Ltd.	2,000	\$10	\$10	5 p.c. for 1899	\$25
Ball's Asbestos & Aggr. Co., Ltd.	10,000	\$10	\$10	5 p.c. for 1899	\$25
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	5 p.c. for 1899	\$25
Tobacco Planting Co., Ltd.	20,000	\$5	\$5	5 p.c. for 1899	\$25
China Provident Loan & Mortgage Co., Ltd.	60,000	\$20	\$20	5 p.c. for 1899	\$25
Watkins, Limited	10,000	\$10	\$10	5 p.c. for 1899	\$25
Universal Trading Co., Ltd.	50,000	\$20	\$20	5 p.c. for 1899	\$25
<b>COAL CONTRACTS.</b>					
Alhambra, Limited	200	\$500	\$500	5 p.c. for 1899	\$1,000
La Commercial, Limited	200	\$500	\$500	5 p.c. for 1899	\$1,000
Hensiana, Limited	750	\$100	\$100	5 p.c. for 1899	\$1,000
La Favorita, Limited	130	\$500	\$500	5 p.c. for 1899	\$1,000

## THE HONGKONG ICE COMPANY, LIMITED.

is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

W. M. PARLANE, Manager.

Hongkong, 17th February, 1899.

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Hongkong, 17th October, 1899.

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1900

The Thirty-Eighth Annual Issue.

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Hongkong, 1st June, 1899.

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Hongkong, 15th September, 1899.

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SOLE AGENTS FOR CHINA, HOLLAND, WISE &amp; CO.

Hongkong, 16th September, 1899.

## WO FAT &amp; CO.

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No. 11, LEE YUEN STREET, EAST.

Hongkong, 25th July, 1900.

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Hongkong, 31st August, 1897.

## WING CHEONG.

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We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 1st April, 1900, and we solicit their kind patronage.

No. 1 &amp; 3, D'AGUIAR STREET.

Behind Hongkong Dispensary.

Hongkong, 6th April, 1900.

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 6th NOVEMBER, 1900.

STATION.	Hour.	Bar.	Therm.	Wind.	Clouds.
Victoria	2 p.	30.08	70	SE	4
Tokyo	10 a.	30.07	70	SE	2
Kobe	10 a.	30.07	70	SE	2
Nagasaki	10 a.	30.07	70	SE	2
Kagoshima	10 a.	30.07	70	SE	2
Yokohama	10 a.	30.07	70	SE	